

# TRAINING PACKET - 2015 INTERNATIONAL/ HORTON WVRS AMBULANCE



# TRAINING REQUIREMENTS

- ONE HOUR IN STATION UNIT  
FAMILIARIZATION
- ONE HOUR ROAD/DRIVING

THIS TRAINING IS FOR WVRS  
PERSONNEL THAT ARE  
ALREADY APPROVED R2  
DRIVERS. DRIVER TRAINEES  
MUST FOLLOW THE WVRS  
DRIVER TRAINING PROGRAM

# UNIT

## 2015 INTERNATIONAL TERRASTAR/HORTON AMBULANCE

ENGINE 300 HP IH MAXXFORCE DIESEL

TRANSMISSION ALLISON SERIES 1000

LENGTH 24'-0"

HEIGHT 9'-3"

WEIGHT (GVW) 19,000 LBS

PAYLOAD 4,786 LBS



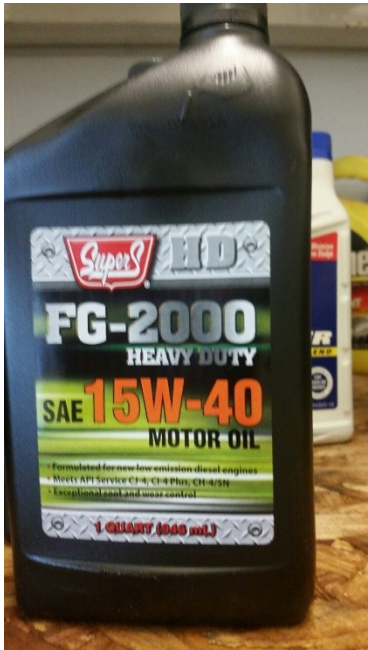
2015		
YEAR OF MANUFACTURE		
T457-IWT	AD	
	7,000	LBS
	12,000	LBS
	19,000	LBS
C-A-1822	2,250	LBS
	5,308	LBS
	8,906	LBS
	14,214	LBS
TING POSITIONS	1,368	LBS
D / EQUIPMENT	4,786	LBS
DATE OF MANUFACTURE Jan-15		
Grove City, OH 43123		
Federal Specification KKK-A-1822		

# DAILY CHECKOUT

# OIL

USE 15W40 APPROVED FOR  
DIESELS

CHECK ON FLAT LEVEL  
GROUND



YELLOW IS OIL  
CHECK – FILL  
TO THE LEFT



# TRANSMISSION

FLUID TO BE CHECKED  
VEHICLE ON FLAT AND  
LEVEL GROUND WITH  
ENGINE RUNNING AND AT  
TEMPERATURE



RED IS TRANS  
CHECK AND FILL





# BRAKES

BRAKES ARE HYDRAULIC  
DISC TYPE WITH ANTILOCK  
BRAKING FEATURE.

BRAKE FLUID MUST BE  
DOT3 TYPE.

BRAKE RESERVOIR IS ON  
DRIVERS SIDE FIRE WALL.  
CARE MUST BE TAKEN TO  
INSURE THAT BRAKE FLUID  
IS NOT CONTAMINATED  
WITH LIQUIDS OR SOLIDS.  
BE CAREFUL NOT TO GET  
BRAKE FLUID ON PAINT!!

# WINDSHIELD WASHER FLUID

CHECK AND FILL TO THE  
LEFT OF THE COOLANT  
RESERVOIR.





# COOLANT

CHECK AND FILL COOLANT  
– LONG LIFE TYPE, SAME AS  
SQUAD



# POWER STEERING

## OFFICERS SIDE CHECK AND FILL. USE POWER STEERING FLUID



# AIR TANKS

WHILE THE VEHICLE HAS HYDRAULIC BRAKES THERE IS AN AIR SYSTEM THAT IS PART OF THE PATIENT LOADING SYSTEM. THIS AIR SYSTEM ALSO OPERATES THE AIR HORNS. WATER IN TANKS SHOULD BE DRAINED ONCE EACH DAY.



# UNIT OPERATION

# PARKED UNIT

UNIT HAS AN AUTOMATIC TRANSMISSION. HOWEVER; WHEN PARKED, THE PARKING BRAKE SHOULD ALWAYS BE SET IN ORDER TO TAKE THE WEIGHT OFF OF THE TRANSMISSION

TRANSMISSION SELECTOR

PARKING BRAKE





# STARTING

WHEN STARTING YOU MUST  
FIRST TURN THE KEY TO THE  
FIRST POSITION SO THE UNIT  
RUNS THROUGH A SELF  
CHECK, INDICATED BY DASH  
LIGHTS ON





FAILURE TO ALLOW THE  
UNIT TO SELK CHECK WILL  
RESULT IN A CHECK  
ENGINE LIGHT AND CODES  
TO BE GENERATED. DO  
NOT START UNIT UNTIL  
DASH LIGHTS GO OUT, AS  
SHOWN BELOW



AN EXHAUST BRAKE IS  
PROVIDED. THIS WILL  
ASSIST WITH UNIT  
STOPPING DISTANCES.  
TYPICALLY THIS SHOULD  
NOT BE ON IN WET  
CONDITIONS



THE UNIT IS PROVIDED WITH  
EMISSIONS EQUIPMENT.  
THERE IS NO FLUID TO ADD  
AND THE REGENERATION WILL  
TYPICALLY OPERATE ON ITS  
OWN. IF THE UNIT INDICATES  
THAT IT REQUIRES MANUAL  
REGEN CONSULT THE DUTY  
OFFICER



# SAFETY



THE UNIT IS PROVIDED  
WITH A SEATBELT  
ANNUNCIATOR AND  
ALARM, IF SOMEONE IS  
SEATED AND NOT BELTED  
IT WILL ALARM AND SHOW  
RED



WHEN THE SEATBELT IS  
FASTENED THE LAMP WILL  
SHOW GREEN AND THE  
ALARM WILL GO OFF.



**THESE ALARMS MUST NOT**  
**BE TAMPERED WITH OR**  
**CIRCUMVENTED**



A BACK UP CAMERA AND MONITOR IS PROVIDED. IT IS NOT A SUBSTITUTE FOR A BACKUP. IT IS AN AID TO SAFE BACKING PRACTICES. NOTE THAT WHEN THE UNIT IS IN DRIVE THE CAMERA IN THE PATIENT AREA IS ACTIVE.



THE UNIT AIR SUSPENSION  
WILL NOT LOWER IF THE  
O2 CYLINDER IS LOWERED.  
THIS PREVENTS DAMAGE  
TO THE CYLINDER LIFT.



A DOOR OPEN LAMP AND  
ALARM IS PROVIDED. ANY  
OPEN DOOR WILL  
ACTIVATE THE LAMP AND  
ALARM





ALL EQUIPMENT MUST BE  
SECURED WHEN THE VEHICLE IS  
MOVING. BAGS AND GEAR  
SHOULD BE IN COMPARTMENTS.  
THE LIFE PAK SHOULD BE  
SECURED IN THE HOLDER.

